



Vallejo Police Department Relocation

Categorical Exemption Report

prepared by

City of Vallejo

555 Santa Clara Street

Vallejo, California 94590

Contact: Afshan Hamid, Planning Manager

prepared with the assistance of

Rincon Consultants, Inc.

449 15th Street, Suite 303

Oakland, California 94612

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CEQA Exemption Report

This report serves as the technical documentation of an environmental analysis performed for the proposed Vallejo Police Department Relocation Project (project) located at 400 Mare Island Way in the City of Vallejo within Solano County. The intent of this analysis is to document whether the project is eligible for a Class 1 Categorical Exemption (CE), pursuant to the California Environmental Quality Act (CEQA). This report provides an introduction, project description, and evaluation of the project's consistency with the requirements for a Class 1 CE. The report concludes that the project is eligible for the proposed exemption.

1. Introduction

Section 15301 of the *CEQA Guidelines* states that a Class 1 CE applies to the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration to existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use at the time of the lead agency's determination.

CEQA Guidelines Sections 15300.2(a) through (f) list specific exceptions for which a CE shall not be used. These exceptions are as follows:

- a. **Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.
- b. **Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.
- c. **Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.
- d. **Scenic Highways.** A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.
- e. **Hazardous Waste Sites.** A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.
- f. **Historical Resources.** A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

Rincon Consultants, Inc. (Rincon) evaluated the project in relation to the purpose of the Class 1 category and these exceptions to confirm the project's eligibility for a Class 1 CE (Section 4 of this

report). None of the exceptions would apply to the project; therefore, the project is eligible for a Class 1 CE.

2. Project Site and Existing Conditions

The project site is located at 400 Mare Island Way, at its intersection with Capitol Street, in the City of Vallejo. Figure 1 shows the regional location of the project site and Figure 2 shows the project location and surrounding land uses. The project site is identified as assessor's parcel number 0055-16-0560 and measures approximately 4.9 acres. The site is currently developed with a 60,000-square foot, two-story commercial building and 242-space parking lot. There are two driveways for access to the parking lot, the first from Mare Island Way and the second from Capitol Street, which are gated. A total of six parking spaces are outside the vehicle gate along Mare Island Way. The building has four entrances, one on each side of the building, three of which are within the gated parking area. The majority of the site is restricted by a perimeter fence.

The project site is surrounded by residential development to the east and northeast; a Vallejo Police Department (VPD) Community Services building to the northwest; commercial facilities, yacht club, public facilities, and the Napa River to the west; and public facilities, including parking lots and park lands to the south and southeast (Figure 2). Public services, including the Vallejo City Hall and Solar Public Library, are located within 1,000 feet of the site to the southeast. The Vallejo Ferry building is located approximately 1,000 feet to the south of the project site.

3. Project Description

The project would involve moving the VPD headquarters from 111 Amador Street in Vallejo to the existing building at 400 Mare Island Way. The existing two-story, approximately 60,000-square foot building on the project site would be remodeled and retrofitted for earthquake safety as part of the project. The building was constructed in 2004 and is currently used as an office building for the State Farm insurance company.

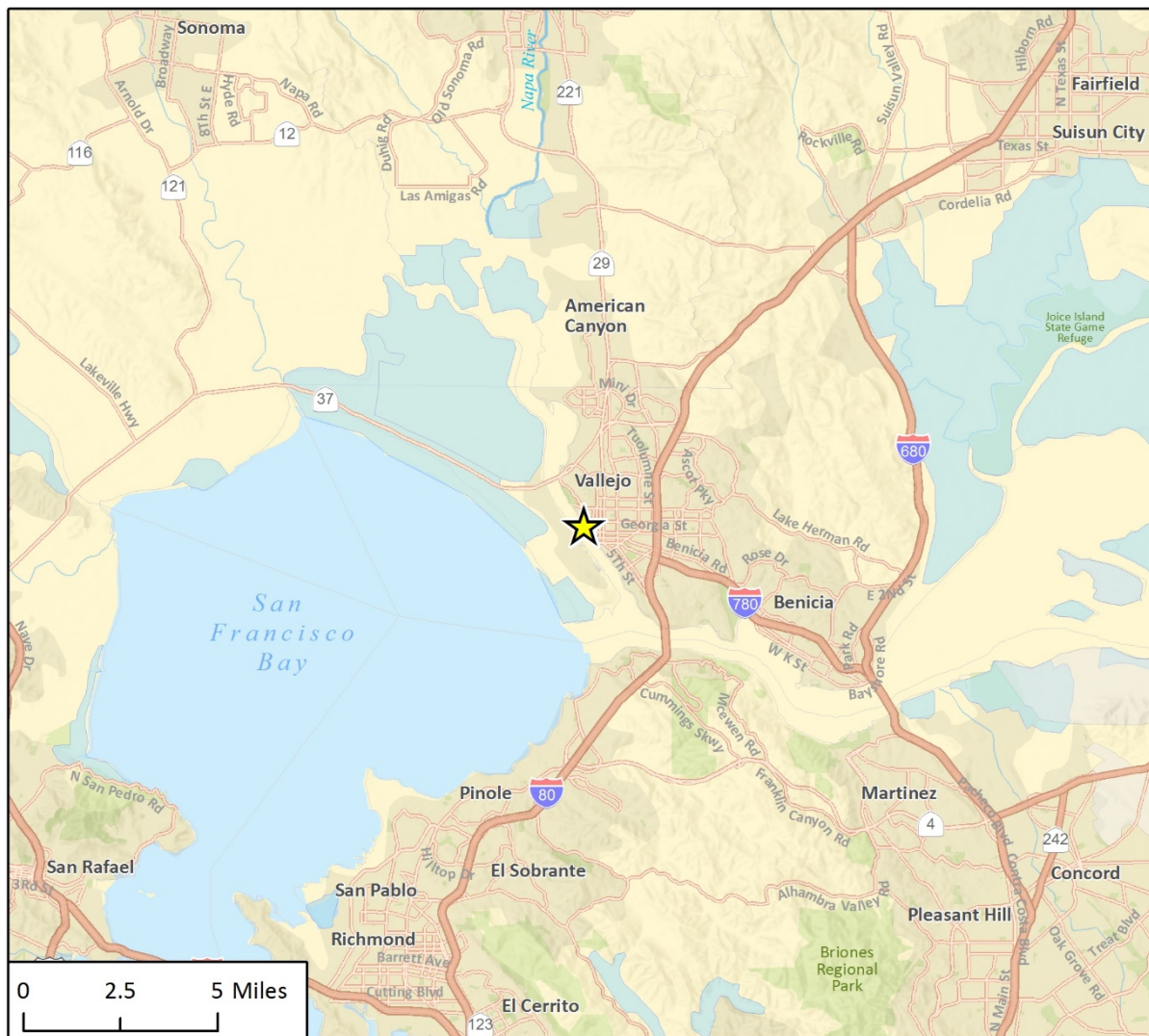
The existing building at 400 Mare Island Way would be remodeled for VPD services. Remodeling of the existing building would include demolition of existing demising walls while retaining the existing core spaces. Interior improvements would include creating new public access to the building with a public lobby, service counters, community room, press room, public restrooms, and a new elevator for access to second floor administrative functions. In addition, the renovated building would include a new central stairway, patrol entrance, and temporary holding facility. Access to the project site would be provided via Mare Island Way and Capitol Street. A potential driveway would be added off of Florida Street as a third staff entrance. See Appendix A for the proposed site plan.

A 2,400-square foot physical training building may be constructed as part of the project as well as a 7,175-square foot service building, for a total additional building space of 9,575 square feet. Relocation of the VPD headquarters to the project site would allow for an increase in up to 59 new VPD employees, as determined necessary by the demand for police protection services, for a total of 254 employees. The current tenant would continue to lease approximately 9,500 square feet of the existing building.

The project would involve an amendment to the Vallejo General Plan 2040 to re-designate the site from Business Limited/Residential (BL/R) to Public Facilities (PF), and a rezone from Planned

Development Commercial (PDC) to Public and Quasi-Public Facilities District (PF). No use or development other than as the new VPD headquarters is envisioned for the property.

Figure 1 Regional Location



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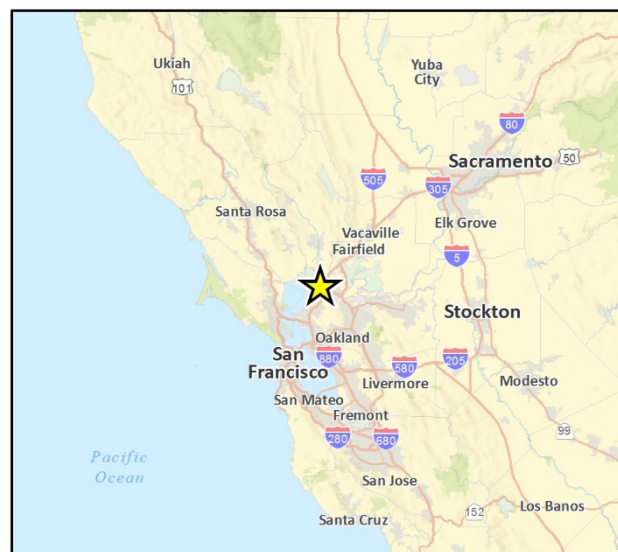


Figure 2 Project Location



Imagery provided by Microsoft Bing and its licensors © 2019.

Fig. 2 Project Location

4. Consistency Analysis

Class 1 CE Applicability

Section 15301 of the *CEQA Guidelines* states that a Class 1 CE is for the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Section 15301(a) includes “Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances.” Section 15301(d) includes restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety. Section 15301(e) includes additions to existing structures provided that the addition will not result in an increase of more than 10,000 square feet if the project is in an area where public services and facilities are available to allow for maximum development permissible in the General Plan, and in an area that is not environmentally sensitive.

The project includes (1) renovating the existing building, including creating new public access to the building with a public lobby, service counters, community room, press room, public restrooms, a new elevator for access to second floor administrative functions, new central stairway, patrol entrance, and temporary holding facility; (2) earthquake retrofitting of the existing building; (3) constructing a 2,400-square foot physical training room; and (4) constructing a 7,175-square foot service room. The total proposed additional square footage would be 9,575 square feet, which does not exceed 10,000 square feet. The project site is in an area where public services and facilities are available to allow for maximum development permissible in the General Plan because the project site is developed with the existing office building, which is existing and fully functioning. The existing public services and facilities are therefore available to meet the maximum development permissible under the Vallejo General Plan.

The project site consists of the property located at 400 Mare Island Way in the City of Vallejo, which is developed with a 60,000-square foot commercial building, 242-space parking lot, and associated infrastructure. Based on a site visit conducted by Rincon on October 4, 2019, as well as aerial imagery (see Figure 2), there are no wetlands, streams, aquatic or riparian habitat, scenic vistas, or other environmentally sensitive resources on the project site (please refer to the discussion of 15300.2(a) under *Exceptions to CE Applicability*, below). Therefore, the project site is not located in an environmentally sensitive area.

Earthquake retrofitting of the existing building would be considered an alteration to bring the building up to the required earthquake safety standard for VPD use of the building. Section 15301(d) states that restoration or rehabilitation of structures to meet current standards of public health and safety is covered under a Class 1 CE.

The minor additions and alterations to existing structures, as described above, would not significantly expand the existing use of the site. Therefore, the additions and alterations to existing facilities would meet the applicability requirements for a Class 1 CE pursuant to Section 15301 of the *CEQA Guidelines*.

Exceptions to CE Applicability

The applicability of CEs is qualified by the exceptions listed in Section 15300.2(a) through (f) of the *CEQA Guidelines*. In the discussion below, each exception (in italics) is followed by an explanation of why the exception does not apply to the proposed project.

15300.2(a) ***Location.** Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply in all instances, except where the project may impact an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

The City of Vallejo does not propose to adopt a Class 3, 4, 5, 6, and 11 CE, and these classes of CEs are not applicable to the proposed project. Additionally, there are no environmental resources of hazardous or critical concern that are designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies on the project site, such as critical habitat for listed threatened or endangered species (United States Fish and Wildlife Service [USFWS] 2019a). According to a search of the State Water Resources Control Board GeoTracker database and the Department of Toxic Substances Control EnviroStor database conducted in July 2019, there are no active designated hazardous waste sites on or within the project vicinity (State Water Resources Control Board [SWRCB] 2019a, California Department of Toxic Substances Control [DTSC] 2019a). The project site is located in an urbanized area and there are not critical environmental resources, such as wetlands or wildlife, on site (USFWS 2019a, USFWS 2019b). Therefore, this exception to a CE does not apply to the project.

15300.2(b) ***Cumulative Impact.** All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.*

The proposed project would not result in significant environmental impacts and there are no other successive projects of the same type or scale planned for the Vallejo Police Department or other City departments. Land to the east of Mare Island Way in the vicinity of the project site is fully developed with existing residential uses and public facilities. There are no major reasonably foreseeable future projects in the vicinity that would result in significant cumulative impacts. Therefore, no significant cumulative impact would result from successive projects of the same type in the same place over time. This exception to a CE does not apply to the proposed project.

15300.2(c) ***Significant Effect.** A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.*

The project includes modifying the land use of the project site from office/commercial uses to public facilities/police headquarters usage. The project would result in minimal modifications to the exterior of the existing building and parking lot, with construction of less than 10,000 square feet to existing structures on the site. The project site itself is relatively level, surrounded by developed areas, and developed with urban uses, and contains no unusual circumstances that would preclude use of the site for VPD headquarters or would result in the potential for significant environmental effects. The project would not have a reasonable possibility of resulting in significant effects on the environment due to unusual circumstances.

A discussion of the project's changes to the visual character of the site, consistency with the Vallejo General Plan land use goals and policies, changes in noise generated at the project site, and changes in traffic patterns at the project site have been included herein to address local concerns regarding these issues.

Aesthetics

The project would expand the existing building by less than 10,000 square feet. The expansion would be located internal to the project site, along the eastern boundary of the site, and would not substantially alter views of the project site from adjacent roadways. Additionally, the parking lot orientation would not change with the project. Fencing surrounding the site would be replaced and reconfigured to increase the public parking area at the north side of the building. The fence height would not be altered in the near-term, but may be increased to provide additional security and increase resistance to climbing in the future. New fencing would not substantially differ from existing conditions in a way that would alter views of the site, as visibility through the fence would be maintained. Modifications to the interior of the existing building would not be visible from the exterior of the building. The visual quality of the project site would not substantially change with the project, and no scenic resources, trees, rock outcroppings, or historic buildings will be modified or removed as part of the project.

Land Use

Table 1 provides a land use consistency analysis, comparing the project to applicable goals and policies from the Vallejo General Plan.

Table 1 Consistency Analysis

Goal/Policy	Project Consistency
Policy NBE-2.8: Infill Development. Promote infill development targets vacant and underutilized sites for community-desired and enhancing uses that is compatible with surrounding uses.	Consistent. The existing office building on the project site is currently underutilized, as it is not fully occupied with tenants. The proposed use of the site would optimize the existing building and would enable the VPD to continue to provide adequate and timely police protection services to the City.
Policy NBE-5.1: Event Readiness. Prepare sufficiently for major events to enable quick and effective response.	Consistent. The project would relocate the VPD headquarters to a more central location in Vallejo, which would enable the VPD to continue to provide adequate and timely police protection services to the city, including in emergency situations, and reduce response times.
Policy NBE-5.3: Health and Safety Codes. Enforce development regulations and building code requirements to protect residents, businesses, and employees from flooding, liquefaction, earthquakes, fires, and other hazards.	Consistent. The project includes earthquake safety retrofitting of the existing office building, which would increase the safety of the structure and all the continued provision of adequate police protection services during emergency situations throughout the City.

Source: City of Vallejo 2017

As shown in Table 1, the project would be consistent with applicable land use policies from the City of Vallejo General Plan. The existing land use designation for the project site is Business/Limited Residential (City of Vallejo 2017), and the existing zoning of the site is for Planned Development

Commercial and Waterfront Shopping and Storage. With the project, this would be modified to Public Facilities zoning and land use. The City is currently planning to relocate the VPD to the project site, which is a consistent use with the Public Facilities zoning designation, which permits the following uses: fire stations, police stations, public administrative offices, libraries, and other uses.

Noise

In order to determine existing noise levels, two short-term (15-minute) noise measurements were recorded using an ANSI Type II integrating sound level meter on October 4, 2019, between 1:30 and 2:10 p.m., in the parking lot on the project site near the eastern site boundary. Table 2 includes the noise measurement results. Noise measurement data and locations are also provided in Appendix B.

Table 2 Noise Measurement Data

Number	Location	Distance to Primary Noise Source	Time	Result (L _{eq})
1	Within project site parking lot, near residences to the east and Capitol Street to the south	150 feet to the centerline of Capitol Street	1:30 to 1:45 p.m.	56.0 dBA
2	Within project site parking lot, near residences to the east in the central portion of the site	410 feet to the centerline of Capitol Street	1:49 to 2:04	50.3 dBA

L_{eq} = equivalent noise level; dBA = A-weighted decibels
Source: Appendix B

The nearest sensitive receptors to the project site, multi-family residences, are located along the eastern boundary of the project site. The noise measurements represent noise experienced at these nearby receptors under existing conditions. The analysis conservatively focuses on noise at these receptors.

The project would generate construction noise during the retrofitting of the building, construction of the service building and physical training building, and construction of the new site fencing. This noise would be temporary, and would occur between 7:00 a.m. and 7:00 p.m. on weekdays, per General Plan Mitigation Measure NOI-4; hours for loading, unloading, and power tool usage are also limited by the Vallejo Municipal Code Sections 7.84.020(F) and (G). Additional equipment noise reduction measures, such as ensuring equipment is properly maintained, equipment is installed with operating mufflers, engine idling is limited, and low-noise emission equipment is used, would also be required per General Plan Mitigation Measure NOI-4. No unusually loud or vibration-intensive construction equipment, such as pile driving, would be required to implement the project. Construction noise would be similar to typical small to medium scale urban construction. The City considers construction noise that occurs within the daytime hours specified above (per General Plan Mitigation Measure NOI-4 and Vallejo Municipal Code Section 7.84.020) to be less than significant.

Operation of the project would generate noise from vehicle traffic, parking lot areas, and sirens, described below.

Traffic Noise

As noted below, the project would increase vehicle traffic in the project vicinity above existing conditions by approximately 1,900 daily trips (note this conservative estimate does not subtract daily trips under existing conditions). The addition of these daily vehicle trips would represent an incremental increase in roadway traffic (approximately 13 percent of the total average daily roadway traffic on Mare Island Way [approximately 14,410 trips] near the project site) (W-trans 2019). Typically, for a project to result in a perceptible increase in roadway noise, it must generate a 3-decible (dBA) increase in ambient noise levels. A doubling of trips is necessary to result in an increase of 3 dBA above the existing ambient noise environment (Federal Transit Administration 2018). The project would not double traffic on local roadways; therefore, project generated vehicle trips would not result in an audible addition of traffic noise.

Equipment Noise

On-site stationary noise would be generated as a result of mechanical equipment such as heating, ventilation, and air condition (HVAC) equipment. However, the existing building currently generates mechanical equipment noise from existing HVAC systems. The existing rooftop equipment is surrounded by a noise barrier that reduces equipment noise levels experienced by the nearby residences. This barrier would remain in place with the project, and no increase in HVAC usage is anticipated.

Parking Lot and Other Noise

Parking lot noise would be similar to the existing parking lot noise at the site, although additional nighttime usage of the lot is anticipated.

The trash/recycling receptacles would be relocated south of their existing location; however, they would not be placed closer to the existing residences; thus, noise from disposal and collection would not increase.

The proposed service structure would primarily be used for storage, including of patrol bikes, motorcycles, vans, equipment, and other items. Therefore, access to this building would be limited and use of the building would be similar to that of the adjacent parking areas. The structure would provide a barrier between the parking lot and adjacent residences, as it would be located along the eastern boundary of the project site.

The interior orientation of access driveways and parking spaces would not be substantially altered with the project; therefore, no change in the exposure of surrounding residential uses to on-site noise generated by vehicular traffic is anticipated.

Sirens

Police sirens are used to warn roadway users of the vehicle's presence as an officer moves through traffic as quickly as possible to respond to incidents or prevent crimes from occurring. Sirens are not typically used while the vehicle is not in motion; therefore, the exposure to siren noise is instantaneous and limited in duration, and would not cause ambient nighttime noise levels to exceed the Vallejo Municipal Code Section 16.72.030 standard of 60 dB for average nighttime noise in residential districts. Police officers typically do not respond to calls for service from the department headquarters site itself, but patrol a designated portion of the City, in order to respond more quickly to nearby calls for service. Patrol cars are collected and returned to the department headquarters at the beginning and end of shifts, but would not be standing by on the project site

during the majority of an officer's shift. Therefore, the increase in siren noise originating from police vehicles on the project site would be minimal as compared to existing conditions.

Summary of Noise Effects

The nearest sensitive receptors are multi-family residences located along the eastern boundary of the project site. Therefore, the analysis focuses on noise at these receptors to represent a worst-case scenario. As described above, the project would not double traffic on local roadways; therefore, traffic generated by the project would not cause an audible increase in traffic noise. There would be no anticipated increase in HVAC usage as a result of the project; therefore, equipment noise is not anticipated to increase. Parking lot noise and trash/recycling noise would be similar to existing noise from these sources at the site, and the proposed service structure would provide a noise barrier between residences east of the site and the parking lot area. Siren noise would not substantially increase or change from existing conditions, as the use of sirens is limited in duration and limited to incident responses. Therefore, there would not be a substantial change in existing noise levels as a result of the project, and sensitive receptors would not be significantly affected.

Traffic

Section 15064.3 of the *CEQA Guidelines* replaces congestion-based metrics, such as auto delay and LOS, with vehicle miles traveled (VMT) as the basis for determining significant impacts. Section 15064.3(c) states that a lead agency may elect to apply the provisions of Section 15064.3 at its discretion prior to July 20, 2020, at which time it shall apply statewide. The City has elected to apply VMT analysis for the proposed project. Please see Appendix C, which includes a memorandum prepared by W-Trans for a full discussion of VMT findings for the proposed development. The analysis below is based on the findings of the memorandum.

The proposed VPD relocation would result in an increase of the average travel distance to the three common destinations from VPD headquarters (Solano County Jail, Solano County Courthouse, and the Vallejo City Hall) of 0.37 mile; however, since the Vallejo City Hall is within 0.25 mile of the proposed VPD some trips could be made by walking instead of driving, which would decrease the total number of vehicle trips. In addition, the project would result in a change in total VMT at the project site from the sites existing use as an office building to use as a police department. Total VMT would decrease by approximately 1,142 miles. This calculation takes into account the approximately 9,500 square feet of office space in the existing building that would remain as part of the proposed project, existing VMT from the VPD located at 111 Amador Street, and the proposed future increase in VPD employees up to 225.

The Vallejo Ferry Building provides alternative transportation to San Francisco daily (with intervals between 30 and 120 minutes) and SolTrans bus routes 4, 5, 82, and Y provide transit service within 0.25 mile of the project site every 30 to 60 minutes daily. Ridership on public transit results in less VMT when compared to personal vehicles because more transit vehicles can carry many more passengers per mile, reducing the number of vehicles required to transport the same number of people.

Therefore, the availability of public transit options and the project site's proximity to City buildings and facilities would further reduce VMT, which would decrease as compared to existing conditions.

15300.2(d) Scenic Highways. *A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially*

designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

The project site is not on or near a California Scenic Highway (California Department of Transportation 2019). The project does not include the removal of on-site trees, and there are no rock-outcroppings located on site. The existing building is not designated as historic by the City (City of Vallejo 2017: Map NBE-2). Therefore, this exception of a CE is not applicable to the proposed project.

15300.2(e) **Hazardous Waste Sites.** *A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.*

The project site at 400 Mare Island Way is not included on the DTSC EnviroStor database, DTSC Cortese List, or US Environmental Protection Agency (USEPA) Envirofacts database (DTSC 2019a, DTSC 2019b, USEPA 2019). However, the project site is listed on the SWRCB GeoTracker database as a cleanup site (SWRCB 2019a, 2019b). This cleanup site included solvent or non-petroleum hydrocarbon contamination of groundwater and site soils from fill materials of dredged and unknown sources placed in historical marsh lands on the site and/or discharges from on-site sewer and utility line leaks (SWRCB 2004). On November 24, 2003, 550 cubic yards of impacted soils were excavated and disposed of at Keller Canyon Sanitary Landfill (SWRCB 2004). In April 2004, 100 gallons of water was removed from the excavation, and both two 30-gallon drums and 4 cubic yards of soil were removed and disposed of at Keller Canyon Sanitary Landfill (SWRCB 2004). The site was closed in July 2004, with a Case Closure Letter dated July 7, 2004 (SWRCB 2004). Although the project site is included on a list compiled pursuant to Section 65962.5 of the Government Code, because the cleanup case is closed, this exception to the applicability and use of a CE does not apply to the project.

15300.2(f) **Historical Resources.** *A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.*

The project site does not have any historically significant structures on-site or surrounding the project site. The existing commercial building was constructed in 2004, and is less than 50 years in age. This structure is not identified in any State register or by the City of Vallejo as historic, nor does the site or surrounding area contain any historic resources as defined under California Public Resources Code Section 15064.5 (California State Parks 2019, City of Vallejo 2017: Map NBE-2). The proposed project would not remove any permanent structures. Therefore, this exception is not applicable to the proposed project.

5. Summary

Based on the above analysis, the Vallejo Police Department Relocation Project meets all criteria for a Class 1 Categorical Exemption pursuant to Section 15301 of the *CEQA Guidelines*. Furthermore, exceptions to the applicability of a CE, as specified in Section 15300.2(a) through (f) of the *CEQA Guidelines*, do not apply to the project. Therefore, the proposed project is exempt from CEQA.

6. References

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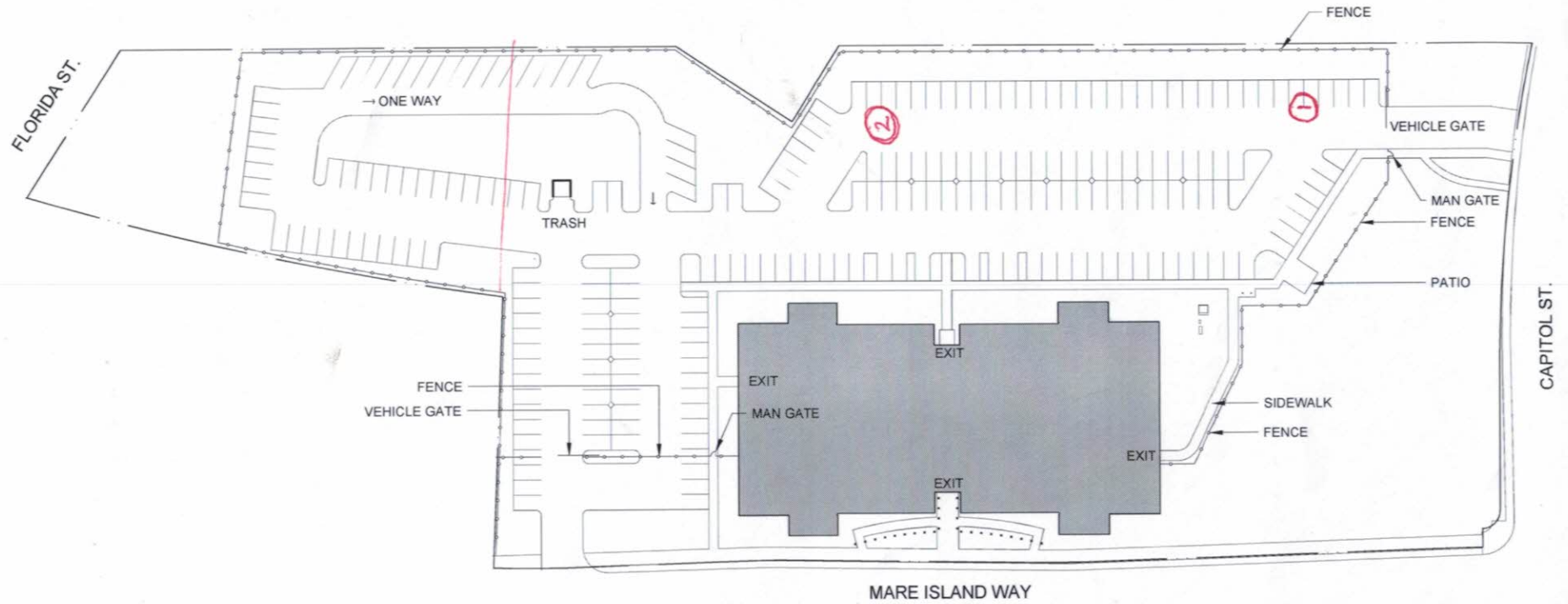
Appendix A

Site Plan

Appendix B

Noise Measurement Data

Noise Measurement Locations



0 30' 60'
SCALE: 1"=60'



EXISTING SITE PLAN
400 MARE ISLAND WAY BUILDING STUDY

2/21/19

Page 34 of 54

Freq Weight : A
Time Weight : FAST
Level Range : 40-100
Max dB : 74.0 - 2009/04/04 23: 57: 33
Level Range : 40-100
SEL : 85.5
Leq : 56.0

Noise Measurement 1

No. s	Date Time	(dB)
1	2009/04/04 23: 45: 19	55.5
2	2009/04/04 23: 45: 20	53.5
3	2009/04/04 23: 45: 21	57.7
4	2009/04/04 23: 45: 22	57.9
5	2009/04/04 23: 45: 23	55.0
6	2009/04/04 23: 45: 24	50.3
7	2009/04/04 23: 45: 25	48.9
8	2009/04/04 23: 45: 26	49.3
9	2009/04/04 23: 45: 27	49.8
10	2009/04/04 23: 45: 28	51.7
11	2009/04/04 23: 45: 29	49.6
12	2009/04/04 23: 45: 30	49.5
13	2009/04/04 23: 45: 31	50.5
14	2009/04/04 23: 45: 32	54.9
15	2009/04/04 23: 45: 33	52.5
16	2009/04/04 23: 45: 34	50.0
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877	2009/04/04	23: 59: 55	56. 6

878	2009/04/04	23: 59: 56	56. 5
879	2009/04/04	23: 59: 57	60. 2
880	2009/04/04	23: 59: 58	56. 7
881	2009/04/04	23: 59: 59	55. 3
882	2009/04/05	00: 00: 00	54. 8
883	2009/04/05	00: 00: 01	52. 3
884	2009/04/05	00: 00: 02	51. 8
885	2009/04/05	00: 00: 03	50. 5
886	2009/04/05	00: 00: 04	50. 7
887	2009/04/05	00: 00: 05	50. 4
888	2009/04/05	00: 00: 06	49. 6
889	2009/04/05	00: 00: 07	50. 6
890	2009/04/05	00: 00: 08	50. 3
891	2009/04/05	00: 00: 09	51. 3
892	2009/04/05	00: 00: 10	52. 4
893	2009/04/05	00: 00: 11	51. 1
894	2009/04/05	00: 00: 12	51. 2
895	2009/04/05	00: 00: 13	52. 2
896	2009/04/05	00: 00: 14	51. 9
897	2009/04/05	00: 00: 15	52. 0
898	2009/04/05	00: 00: 16	50. 8
899	2009/04/05	00: 00: 17	51. 7
900	2009/04/05	00: 00: 18	50. 5

Freq Weight : A
Time Weight : FAST
Level Range : 40-100
Max dB : 73.5 - 2009/04/05 00:10:04
Level Range : 40-100
SEL : 79.8
Leq : 50.3

Noise Measurement 2

No. s	Date Time	(dB)
1	2009/04/05 00:03:49	51.8
2	2009/04/05 00:03:50	49.4
3	2009/04/05 00:03:51	49.4
4	2009/04/05 00:03:52	48.4
5	2009/04/05 00:03:53	48.7
6	2009/04/05 00:03:54	49.4
7	2009/04/05 00:03:55	48.6
8	2009/04/05 00:03:56	48.7
9	2009/04/05 00:03:57	48.8
10	2009/04/05 00:03:58	49.0
11	2009/04/05 00:03:59	49.3
12	2009/04/05 00:04:00	55.0
13	2009/04/05 00:04:01	49.0
14	2009/04/05 00:04:02	48.5
15	2009/04/05 00:04:03	48.2
16	2009/04/05 00:04:04	48.6
17	2009/04/05 00:04:05	48.3
18	2009/04/05 00:04:06	48.4
19	2009/04/05 00:04:07	48.3
20	2009/04/05 00:04:08	48.0
21	2009/04/05 00:04:09	48.2
22	2009/04/05 00:04:10	50.2
23	2009/04/05 00:04:11	49.0
24	2009/04/05 00:04:12	48.6
25	2009/04/05 00:04:13	51.8
26	2009/04/05 00:04:14	49.0
27	2009/04/05 00:04:15	50.3
28	2009/04/05 00:04:16	49.7
29	2009/04/05 00:04:17	48.4
30	2009/04/05 00:04:18	48.9
31	2009/04/05 00:04:19	49.5
32	2009/04/05 00:04:20	48.7
33	2009/04/05 00:04:21	49.2
34	2009/04/05 00:04:22	49.2
35	2009/04/05 00:04:23	48.7
36	2009/04/05 00:04:24	49.1
37	2009/04/05 00:04:25	48.9
38	2009/04/05 00:04:26	49.5
39	2009/04/05 00:04:27	49.2
40	2009/04/05 00:04:28	49.3
41	2009/04/05 00:04:29	50.1
42	2009/04/05 00:04:30	51.1
43	2009/04/05 00:04:31	49.8
44	2009/04/05 00:04:32	50.3
45	2009/04/05 00:04:33	51.6
46	2009/04/05 00:04:34	53.1
47	2009/04/05 00:04:35	49.7
48	2009/04/05 00:04:36	53.4
49	2009/04/05 00:04:37	51.0
50	2009/04/05 00:04:38	50.8
51	2009/04/05 00:04:39	51.5
52	2009/04/05 00:04:40	53.0
53	2009/04/05 00:04:41	53.7
54	2009/04/05 00:04:42	52.8
55	2009/04/05 00:04:43	52.4
56	2009/04/05 00:04:44	52.8
57	2009/04/05 00:04:45	56.1
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59	2009/04/05 00:04:47	58.9
60	2009/04/05 00:04:48	58.2
61	2009/04/05 00:04:49	57.5
62	2009/04/05 00:04:50	58.1
63	2009/04/05 00:04:51	58.3
64	2009/04/05 00:04:52	59.1
65	2009/04/05 00:04:53	58.0
66	2009/04/05 00:04:54	56.3
67	2009/04/05 00:04:55	55.3
68	2009/04/05 00:04:56	54.5
69	2009/04/05 00:04:57	57.6
70	2009/04/05 00:04:58	54.2
71	2009/04/05 00:04:59	53.2
72	2009/04/05 00:05:00	51.6
73	2009/04/05 00:05:01	50.6
74	2009/04/05 00:05:02	51.4
75	2009/04/05 00:05:03	51.5
76	2009/04/05 00:05:04	50.3
77	2009/04/05 00:05:05	50.5
78	2009/04/05 00:05:06	49.9
79	2009/04/05 00:05:07	50.2
80	2009/04/05 00:05:08	50.4
81	2009/04/05 00:05:09	49.8
82	2009/04/05 00:05:10	50.3
83	2009/04/05 00:05:11	49.6
84	2009/04/05 00:05:12	50.1
85	2009/04/05 00:05:13	49.0

86	2009/04/05	00:05:14	49.7
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106	2009/04/05	00:05:34	48.6
107	2009/04/05	00:05:35	49.4
108	2009/04/05	00:05:36	48.7
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224	2009/04/05	00:07:32	48.8
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226	2009/04/05	00:07:34	48.1
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327	2009/04/05	00:09:15	46.6
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332	2009/04/05	00:09:20	46.4
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375	2009/04/05	00:10:03	51.9
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377	2009/04/05	00:10:05	50.2
378	2009/04/05	00:10:06	51.2
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381	2009/04/05	00:10:09	50.4
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401	2009/04/05	00:10:29	48.2
402	2009/04/05	00:10:30	48.4
403	2009/04/05	00:10:31	48.3
404	2009/04/05	00:10:32	48.7
405	2009/04/05	00:10:33	47.8
406	2009/04/05	00:10:34	47.8
407	2009/04/05	00:10:35	47.4
408	2009/04/05	00:10:36	47.8
409	2009/04/05	00:10:37	47.5
410	2009/04/05	00:10:38	47.2
411	2009/04/05	00:10:39	47.0
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413	2009/04/05	00:10:41	48.2
414	2009/04/05	00:10:42	48.0
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416	2009/04/05	00:10:44	47.0
417	2009/04/05	00:10:45	47.2
418	2009/04/05	00:10:46	47.2
419	2009/04/05	00:10:47	47.5
420	2009/04/05	00:10:48	47.5
421	2009/04/05	00:10:49	47.9
422	2009/04/05	00:10:50	48.4
423	2009/04/05	00:10:51	48.3
424	2009/04/05	00:10:52	48.3
425	2009/04/05	00:10:53	48.9
426	2009/04/05	00:10:54	48.5
427	2009/04/05	00:10:55	48.6
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429	2009/04/05	00:10:57	48.6
430	2009/04/05	00:10:58	47.1
431	2009/04/05	00:10:59	47.5
432	2009/04/05	00:11:00	47.3
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434	2009/04/05	00:11:02	49.4
435	2009/04/05	00:11:03	51.4
436	2009/04/05	00:11:04	51.2
437	2009/04/05	00:11:05	49.7
438	2009/04/05	00:11:06	49.5
439	2009/04/05	00:11:07	48.8
440	2009/04/05	00:11:08	48.8
441	2009/04/05	00:11:09	47.6
442	2009/04/05	00:11:10	47.7
443	2009/04/05	00:11:11	47.8
444	2009/04/05	00:11:12	49.3
445	2009/04/05	00:11:13	48.7
446	2009/04/05	00:11:14	48.5
447	2009/04/05	00:11:15	52.2
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449	2009/04/05	00:11:17	51.1
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453	2009/04/05	00:11:21	50.1
454	2009/04/05	00:11:22	50.2
455	2009/04/05	00:11:23	50.0
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465	2009/04/05	00:11:33	57.8
466	2009/04/05	00:11:34	58.8
467	2009/04/05	00:11:35	60.7
468	2009/04/05	00:11:36	61.9
469	2009/04/05	00:11:37	59.1
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566	2009/04/05	00:13:14	49.4
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830	2009/04/05	00:17:38	49.0
831	2009/04/05	00:17:39	49.1
832	2009/04/05	00:17:40	48.9
833	2009/04/05	00:17:41	48.5
834	2009/04/05	00:17:42	48.4
835	2009/04/05	00:17:43	48.3
836	2009/04/05	00:17:44	48.2
837	2009/04/05	00:17:45	48.1
838	2009/04/05	00:17:46	49.0
839	2009/04/05	00:17:47	48.0
840	2009/04/05	00:17:48	48.1
841	2009/04/05	00:17:49	48.2
842	2009/04/05	00:17:50	48.5
843	2009/04/05	00:17:51	48.9
844	2009/04/05	00:17:52	49.4
845	2009/04/05	00:17:53	49.8
846	2009/04/05	00:17:54	49.2
847	2009/04/05	00:17:55	49.5
848	2009/04/05	00:17:56	48.8
849	2009/04/05	00:17:57	48.5
850	2009/04/05	00:17:58	48.0
851	2009/04/05	00:17:59	52.2
852	2009/04/05	00:18:00	49.7
853	2009/04/05	00:18:01	50.9
854	2009/04/05	00:18:02	48.4
855	2009/04/05	00:18:03	48.3
856	2009/04/05	00:18:04	48.7
857	2009/04/05	00:18:05	48.8
858	2009/04/05	00:18:06	48.8
859	2009/04/05	00:18:07	50.0
860	2009/04/05	00:18:08	48.7
861	2009/04/05	00:18:09	48.9
862	2009/04/05	00:18:10	49.0
863	2009/04/05	00:18:11	54.1
864	2009/04/05	00:18:12	49.2
865	2009/04/05	00:18:13	48.4
866	2009/04/05	00:18:14	48.8
867	2009/04/05	00:18:15	49.1
868	2009/04/05	00:18:16	51.2
869	2009/04/05	00:18:17	50.4
870	2009/04/05	00:18:18	51.0
871	2009/04/05	00:18:19	52.7
872	2009/04/05	00:18:20	52.3
873	2009/04/05	00:18:21	53.5
874	2009/04/05	00:18:22	54.2
875	2009/04/05	00:18:23	53.0
876	2009/04/05	00:18:24	52.8
877	2009/04/05	00:18:25	48.9

878	2009/04/05	00:18:26	48.8
879	2009/04/05	00:18:27	50.1
880	2009/04/05	00:18:28	49.6
881	2009/04/05	00:18:29	50.1
882	2009/04/05	00:18:30	50.2
883	2009/04/05	00:18:31	49.9
884	2009/04/05	00:18:32	50.6
885	2009/04/05	00:18:33	50.5
886	2009/04/05	00:18:34	49.9
887	2009/04/05	00:18:35	50.6
888	2009/04/05	00:18:36	55.7
889	2009/04/05	00:18:37	49.6
890	2009/04/05	00:18:38	50.3
891	2009/04/05	00:18:39	50.2
892	2009/04/05	00:18:40	49.0
893	2009/04/05	00:18:41	48.4
894	2009/04/05	00:18:42	47.8
895	2009/04/05	00:18:43	47.7
896	2009/04/05	00:18:44	47.8
897	2009/04/05	00:18:45	48.2
898	2009/04/05	00:18:46	48.3
899	2009/04/05	00:18:47	48.3
900	2009/04/05	00:18:48	47.0

Appendix C

Vehicle Miles Travelled Memorandum



Memorandum

Date: October 22, 2019

Project: VAL034

To: Ms. Kari Zajac
Rincon Consultants, Inc.

From: Dalene J. Whitlock
dwhitlock@w-trans.com
Julia Walker
jwalker@w-trans.com

Subject: CEQA Compliance for the Vallejo Police Department Relocation Project

As requested, W-Trans has prepared a reviewed the potential impacts under CEQA associated with relocating the City of Vallejo's Police Department from their current space to 400 Mare Island Way. The specific issues addressed include compatibility of the use with the proposed site, the potential increase in Vehicle Miles Traveled (VMT) due to the change in location, and the potential or increased hazards as a result of the project.

Project Description

The Police Department currently operates at 111 Amador Street. The project results in these operations moving to the proposed location at 400 Mare Island Way in the City of Vallejo. There is an existing 59,000 square foot office building at 400 Mare Island that is currently used by the State Farm Insurance company. With the proposed project, 9,500 square feet of the space would continue to be used by State Farm. The proposed project would include construction of a 2,400 square foot physical training building and a 7,175 square foot service building, resulting in 59,075 square feet of total space for the Police Department. There are currently 195 police employees working at the Police Department in its existing location; the building at 400 Mare Island Way would be able accommodate between 177 and 255 employees on site. There are 242 parking spaces at 400 Mare Island Way, which would remain with the proposed project.

CEQA Review

According to CEQA guidelines, Section 15301 'Existing Facilities' Class 1, the proposed project qualifies for a categorical exemption since the project would not include construction of more than 10,000 square feet of new development at the existing 400 Mare Island Way site.

Despite this exemption, the project was evaluated against the criteria published in 2019 in the CEQA Checklist. The specific criteria for traffic that have been addressed are as follows:

A project's impact is considered significant if it would:

- Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b); or
- Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Vehicle Miles Traveled (§15064.3)

Estimate of VMT

Senate Bill (SB) 743 established a change in the metric to be applied to determining traffic impacts associated with development projects. Rather than the delay-based criteria associated with a Level of Service analysis, the increase

in Vehicle Miles Traveled (VMT) as a result of a project will be the basis for determining impacts once this new metric is fully vetted and adopted. Since the City has not yet adopted a criterion regarding project significance relative to VMT, the project's contribution was estimated for informational purposes only.

Vehicle miles traveled as a result of the project compared to that for the existing insurance office use at 400 Mare Island Way and Police Station at 111 Amador Street were calculated by multiplying the estimated number of daily trips based on square footage for office and employees for the Police Department by the average home-to-work trip length for the Traffic Analysis Zone (TAZ) in which each site is located. Average trip lengths are published by Metropolitan Transportation Commission (MTC) in the Regional Model. The anticipated daily trips generated by the existing State Farm office were estimated using the standard rate of 9.74 daily trips per square foot published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for a "General Office Building" (ITE Land Use 710). A standard rate of 7.45 daily trips per employee was used for a "Government Office Building" (ITE Land Use 730) for the current number of employees at the existing site and the maximum potential number of employees at the proposed Police Department site. As shown in Table 1, the proposed Police Department and consolidated State Farm would reduce VMT by 1,142 miles compared to the existing conditions.

Table 1 – Vehicle Miles Traveled				
Land Use	Units	Average Trip Length	Daily Trips	Calculated Daily VMT
Existing				
State Farm Office Building	59.0 ksf	21.5 miles	575	12,363 miles
Police Department	195 empl	21.0 miles	1,453	30,513 miles
Total Existing				42,876 miles
Proposed				
Police Department	255 empl	21.5 miles	1,900	40,850 miles
State Farm Office Building	9.5 ksf	21.5 miles	93	884 miles
Total with Project				41,734 miles
Net Change in VMT				-1,142 miles

Note: ksf = 1,000 square feet; empl = employees

It should be noted that the existing Police Department at 111 Amador Street currently shares the building with the City's public works maintenance division. With the proposed project, the existing public works maintenance operation would absorb the Police Department's space, but would not be anticipated to increase staffing levels despite the increase in space. While the VMT at 400 Mare Island would increase with the proposed project, it is inversely correlated to a decrease in VMT at 111 Amador Street since the existing maintenance use would expand operation within the existing building and not increase the number of employees, thus the project could be expected to reduce VMT despite allowing a substantial increase in Police Department personnel.

According to the Planning Commission Staff Report dated June 3, 2019, the existing building at 111 Amador Street does not meet current seismic regulations, which risks significantly impacting the ability of first responders to react efficiently to emergency situations. Similarly, the design of the building was determined to not be ADA compliant since the first floor of the Police Department is below ground level, limiting potential access to people with disabilities. The Police Department operation is expected to expand in staffing and is already overcrowded at the existing site. A Police Department is a required land use for a City, and with the proposed relocation to 400 Mare Island Way, operation would be moved to a building that was determined to meet seismic regulations; further, it would have service desks at ground level which improves accessibility for the public. According to the Glass Architects' *Police Station Feasibility Study*, the existing building at 400 Mare Island Way has available space to expand staffing levels from the existing 195 employees to a maximum of 255 employees, which correlates with

the City's future need for increased Police enforcement as the population of the City of Vallejo increases. The alternative to occupying the existing building at 400 Mare Island Way would be construction of a new building at another location in the City of Vallejo, which would increase VMT significantly more than the proposed relocation, and could potentially would move operation farther from key destinations like the Vallejo City Hall and the Solano County Courthouse.

Travel Distance to Common Destinations

Average travel distances from the existing and proposed Police Department sites to the Solano County Jail and Courthouse and the Vallejo City Hall were compared for change in average travel distances. Trip lengths were determined in ArcGIS using network analysis to determine the shortest path of travel between the Police Department's existing and proposed sites to common destinations within Solano County.

Consideration was given to the change in length for trips made to other destinations throughout the City for service calls and to perform patrol. However, the half-mile distance between the current location and the proposed site would generally result in as many trips being slightly shorter as slightly longer, so the relocation would have a generally nominal effect on VMT.

The proposed relocation would result in an increase of the average travel distance to the three common destinations of 0.37 mile; however, since the Vallejo City Hall is within one-quarter mile of the proposed Police Department some trips could be made by walking instead of driving, which would decrease the total number of vehicle trips. Average travel distances from the proposed site for the Police Department are compared to the distances from the existing location in Table 2, and maps of travel distance for trips to these common destinations from the existing and proposed Police Department are attached.

Table 2 – Average Travel Distance	
Location Trip Destination	Travel Distance
Existing Police Department Site	
To Solano County Jail	16.62 miles
To Solano County Courthouse	0.44 mile
To Vallejo City Hall	1.33 miles
<i>Average Travel Distance from Existing Site</i>	<i>6.13 miles</i>
Proposed Police Department Site	
To Solano County Jail	17.66 miles
To Solano County Courthouse	1.60 miles
To Vallejo City Hall	0.24 mile
<i>Average Travel Distance from Proposed Location</i>	<i>6.50 miles</i>

Hazard Potential

The second CEQA Checklist item evaluated was the potential for the project to substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). As the building already exists except for a minor expansion, there are no anticipated off-site modifications that could result in a geometric design feature with potential to create a hazard.

Consideration was therefore given to the potential for the site to cause traffic intrusion on local streets where emergency response traffic would be incompatible. Access to the project site would occur from either Mare Island

Way or Capitol Street. Mare Island Way is identified as an arterial street in *Propel Vallejo, General Plan 2040*, so would be expected to serve as a primary route for use to make routine or emergency response trips. Capitol Street leads to City Hall, with no other users taking access from this street. Given the lack of access from the proposed site to any streets serving residential or otherwise incompatible uses, the potential impact associated with the proposed project is therefore less-than-significant.

Exemptions

Additionally, the following exemptions to the CEQA guidelines as indicated in §15300.0 were addressed.

b) Would there be any other similar public facilities/police stations in the area resulting in a cumulative traffic impact; and

c) Are there any unusual traffic circumstances that would result in a traffic impact?

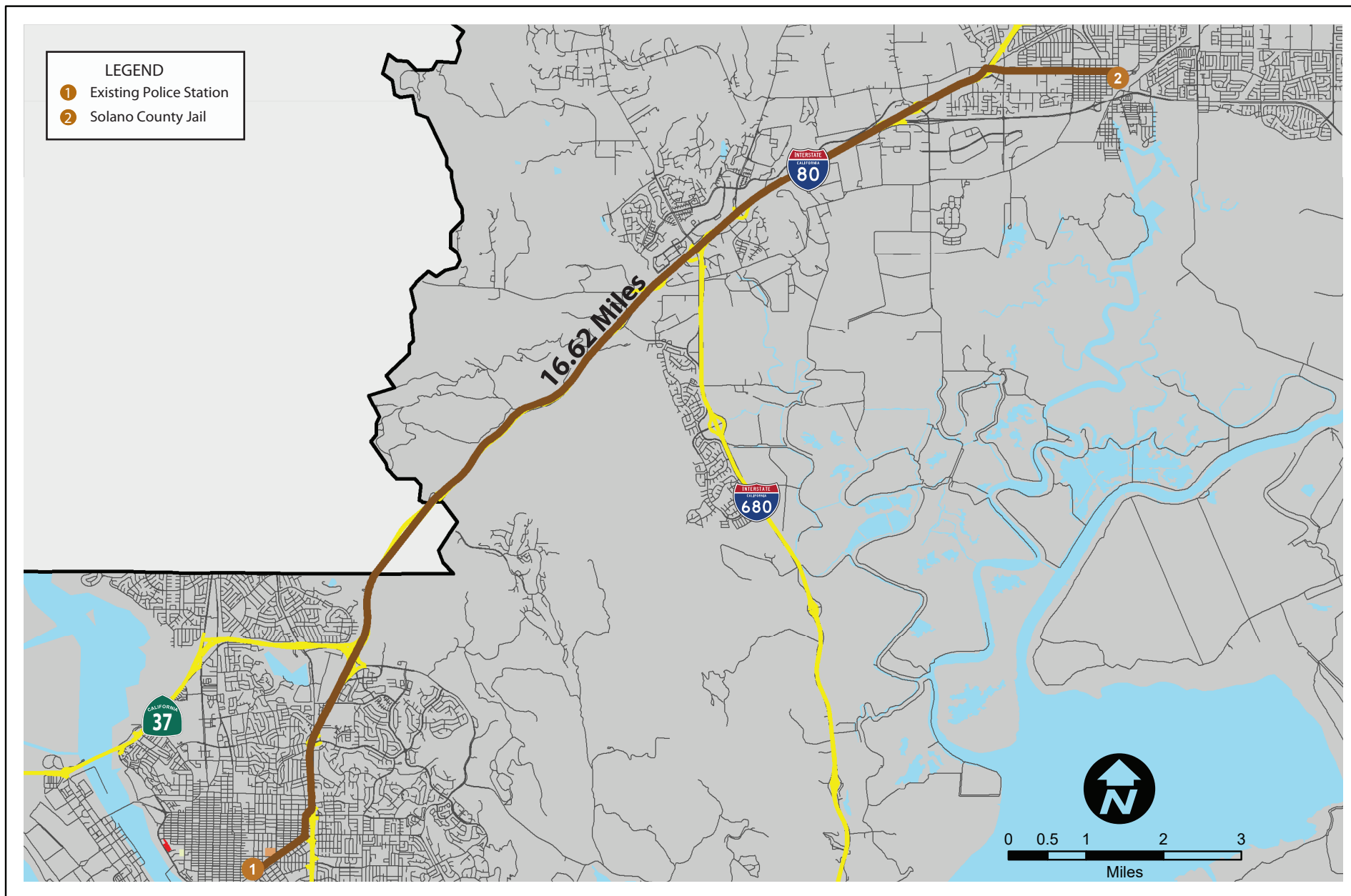
The proposed project would relocate the existing Police Department headquarters to another existing building within the City. Current operation is spread out to five additional facilities that would be consolidated within the proposed building at 400 Mare Island Way. Because these functions currently exist and no new functions are proposed, there would not be a cumulative traffic impacts.

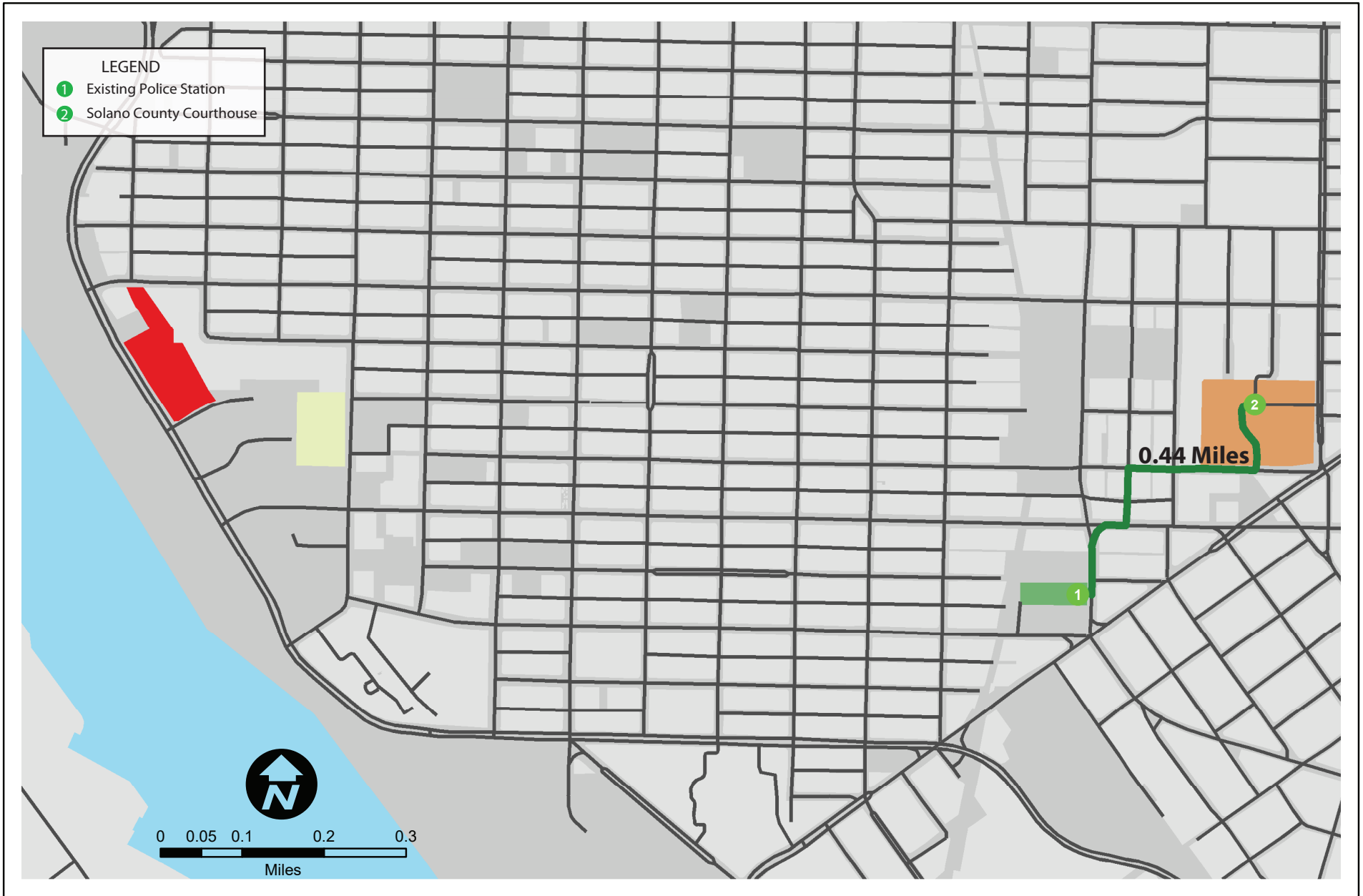
The proposed site for the consolidation of the Police Department is located on a major arterial and across Capital Street from the Vallejo City Hall. Because functions currently spread among facilities would be consolidated, and due to the proximity of the proposed site to City Hall, the City's Police Department would be able to function more efficiently, and with fewer trips required for personnel to coordinate with other staff both in the Department and City Hall. There are no unusual traffic circumstances that would result in a negative traffic impact; rather, the project would be expected to have a net positive impact on traffic.

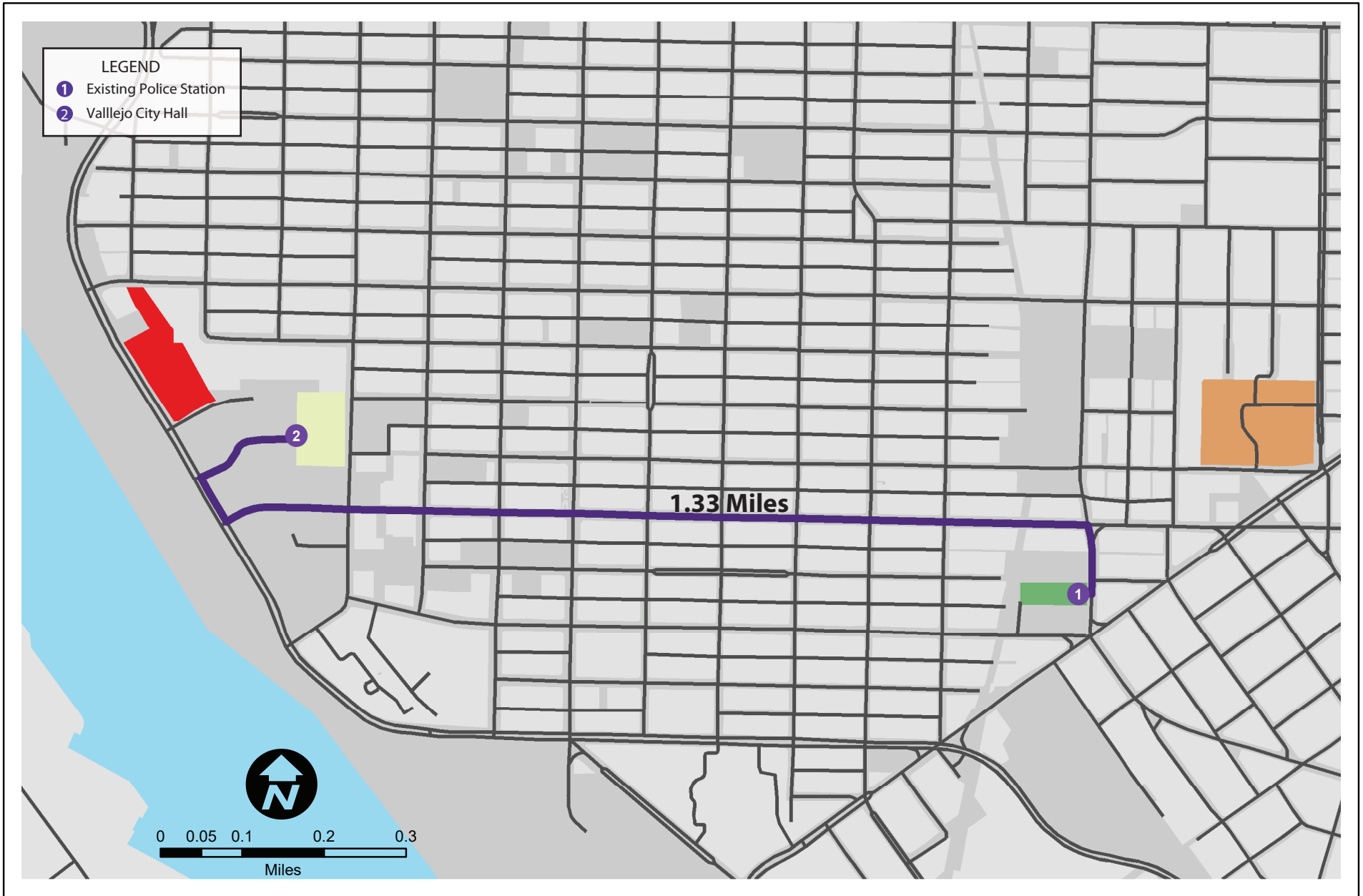
Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

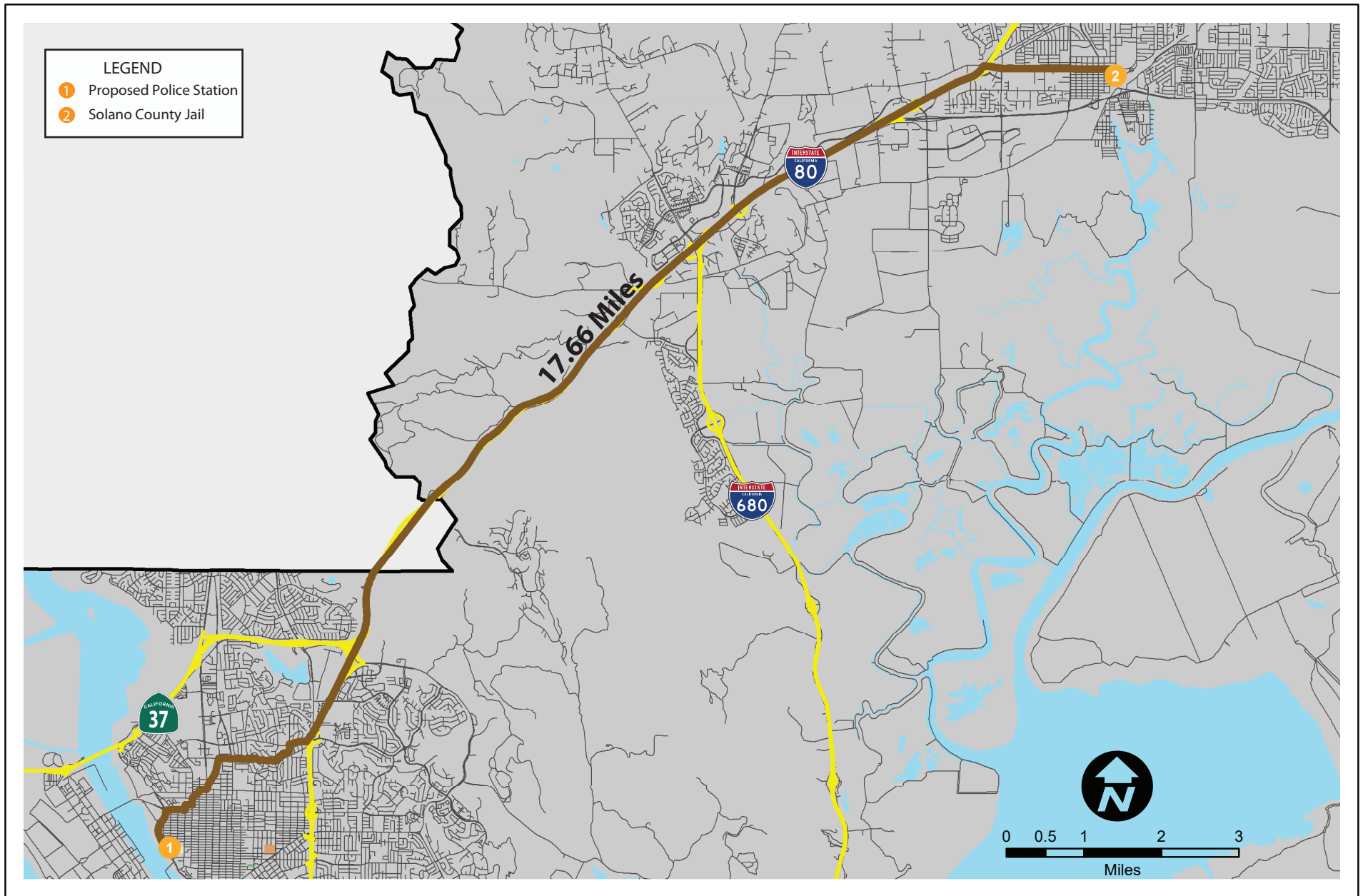
DJW/nb/jaw/VAL034.M1

Attachments: Existing and Proposed Police Station Six-Mile Service Area (2 Maps); Travel Distances between Existing and Proposed Police Station and Key Locations (Six Maps)









Initial Study for the Vallejo Police Department Relocation Project
Map 4 – Travel Distance between Proposed Police Station and Solano County Jail



